

STATE OF MAINE

MAINE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING IN TRENTON, MAINE

ORIGINAL

PHASE 1 OF THE ACADIA GATEWAY CENTER

PIN NO. 013332.05 through 013332.08

Federal Aid Project No. HP-1612(300)X

TUESDAY, AUGUST 5, 2008

7:00 P.M.

TRENTON ELEMENTARY SCHOOL

ROUTE 3

TRENTON, MAINE

Taken before Karen A. Dube, a Notary Public in and
for the State of Maine, on August 5, 2008 at the offices of
the Trenton Elementary School, Route 3, Trenton, Maine.

DON THOMPSON & ASSOCIATES

COURT REPORTING

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1 MR. FISHER: Good evening. Can you hear me.
2 No? Better? I'm Jim Fisher. I'm with the Hancock
3 County Planning Commission. It's my pleasure to
4 welcome you tonight. We're having a public hearing
5 for the Phase 1 of the Acadia Gateway Center. My
6 role is mostly to start things off and then to help
7 at the end of the program after some, I think, very
8 illustrative presentations. I'll lead a question
9 and answer period at which time you can ask any
10 question, make any comment you'd like. We have a
11 stenographer here tonight. So at any time if you
12 want to speak, we ask that you give your name, and
13 if you don't mind, the town you live, and I'm
14 presuming mostly that's Trenton, but you never know.
15 And with that, I'm going to turn it over for
16 presentations. Again, I thank you for coming. I
17 hope we'll be out of here in an hour and a half or
18 so. It depends on questions and answers. The
19 presentations shouldn't take all that long, but they
20 should be very interesting.

21 And with that -- Peggy, are you the first
22 speaker? I'll introduce Peggy Duval. She's
23 recently been promoted and I don't know her new job
24 title, but she can tell you. She's been managing
25 the implementation of Phase 1 for the Acadia Gateway

1 Center. Thank you for coming.

2 MS. DUVAL: I'd like to thank you all for
3 coming here tonight. This meeting is for -- like
4 Jim said -- Phase 1 of the Acadia Gateway Center.
5 Phase 1 consists of the Downeast Transportation and
6 Maintenance Facility as well as improvements to
7 Route 3 and the access road into the facility.
8 We'll be having -- our designer will be doing a
9 complete explanation of all the plans that you see
10 up here on this wall. And after the question and
11 answer period, anyone -- we'll be staying as long
12 people want us to, to talk to personally and show
13 you the plans more up close. We will keep questions
14 until the end of the presentation, that way we can
15 get through this and keep things moving.

16 As I said, I'm Peggy Duval. I'm project
17 manager. I was project manager for the multi-modal
18 program. I'm now the assistant director of our
19 planning office. I will be seeing this project
20 through -- this phase of the project through to
21 construction rather than having it switch hands once
22 again. And let's see.

23 I'd like to just go over a couple of
24 housekeeping items. As you all know, you came in
25 that door. That's where the exit is over there and

1 over here. The restrooms are down the hall and to
2 the left. I'm assuming that anyone -- can everyone
3 hear me? That's one thing. We have our court
4 stenographer here tonight and she will be recording
5 all of the discussions here tonight so we'll have it
6 for our record and we can go back through and look
7 up, you know, people that had questions or comments
8 we'll have a record of all that and that will also
9 be available to the public if they'd like to have
10 it. We advertised the project in the Bangor Daily
11 News two times and also in the Ellsworth American.
12 Public notices were sent to the Town of Trenton --
13 the Town of Trenton, the Town of Cranberry Isle, the
14 Town of Ellsworth, the Town of Lamoine, the Town of
15 Mount Desert, the Town of Southwest Harbor and Swans
16 Island. We also sent notices to US Senator Susan
17 Collins and Olympia Snowe as well as Congressman
18 Mike Michaud. We sent notices to Representative
19 Robert Frostwaite and Senator Dennis Damon. We sent
20 notices to both of your county commissioners Percy
21 Brown and Faye Lawson and I think with that we --
22 also sent to the Federal Transit Administration and
23 Federal Highway, the park service, Hancock County
24 Planning, Trenton Chamber of Commerce and all of the
25 abutting property owners that will be impacted by

1 the project were sent personal notices to attend.

2 The purpose of this meeting is to present the
3 preliminary design report for this phase to show you
4 specifically what our intentions are as far as
5 improvements to Route 3, to discuss the access road
6 in the Downeast Transportation Maintenance Facility
7 as well as we're going to touch on some future
8 phases just to give you an idea of those future
9 phases.

10 I'd like to now get into the purpose of this
11 project. This project in its full build out,
12 especially, will support daily visitors, commuters
13 and local residents using the Island Explorer. In
14 the future build out it will be more a park service,
15 visitor center, more public use than I see in this
16 first phase, although there will be an ancillary
17 parking area for folks wanting to use Downeast
18 Transportation or to use some of the existing trail
19 facilities out back. They would be unimproved, but
20 to access some of that property out back.

21 We will be providing a visitor information
22 center about the Acadia National Park and
23 surrounding regions. We'll provide visitor
24 amenities such as rest rooms. We'll provide the
25 Downeast Transportation with consolidated

1 operations, storage and maintenance and fueling.
2 And as you know now they're spread out quite a bit
3 all over. This will also support the expansion of
4 the Island Explorer. This year -- they have seen
5 substantial growth last year and already this year.
6 Initially we thought this facility -- we might be
7 building it for the future, but we're actually
8 building it -- the size of it -- it's pretty much
9 where they are right now.

10 The purpose also is to protect -- as we move
11 forward in this, to protect it from all the natural
12 and esthetic resources of the Crippens Brook
13 property. You'll see from the aerial photographs
14 that we worked really hard to stay out of the
15 wetlands and to avoid a lot of cutting, and I call
16 it we threaded the needle, as we move the project
17 through. This is the project location and I'm sure
18 you're all familiar with where that is and the
19 project area.

20 The department -- Friends of Acadia purchased
21 the complete parcel last December from the Coochie
22 Corporation and later in December the DOT purchased
23 the front parcel of the property from Friends of
24 Acadia.

25 I know we've discussed the history in previous

1 meetings, but I just wanted to give -- for those
2 folks that weren't at some of those meetings, I just
3 wanted to go over briefly some of the history of how
4 we ended up here today. In 2001 the department
5 completed the Bangor to Trenton transportation
6 study. That study identified the need for an
7 intermodal facility between Bangor and Trenton. In
8 2006 the department completed the environmental
9 assessment and the federal transit authority gave
10 us -- issued a finding of no significant impact, and
11 in the EA we looked at approximately 15 sites, and
12 this site was found to be the site with the least
13 amount of impacts, and for a number of other reasons
14 I'll get into later. In 2007 the Crippens Brook
15 property, as I said, was purchased by the Friends of
16 Acadia and later in December we purchased it from --
17 we purchased the front parcel from the Friends of
18 Acadia. In 2007 I initiated the preliminary design
19 engineering for this preliminary design report. We
20 have hired Allied Engineering of Portland, Maine,
21 and Jim Harris of Boston, Mass, continued working
22 with Allied Engineering because we wanted that
23 continuity from the EA. They're pretty much working
24 on the architectural features of the project. In
25 2008 the National Park Service received a

1 Congressional approval to participate in this
2 project and that was a big thing for them because
3 this is outside of their normal park boundaries.
4 And we're here tonight because the preliminary
5 report is complete for public hearing and public
6 comment.

7 This is a site plan and this is where I'm going
8 to turn it over quickly to Jeffrey Coffin. He's a
9 civil engineer for the DOT and he'll be going over
10 all the site plans with you in greater detail.
11 Route 3 is to the left -- to the right, and then the
12 access road coming in is Phase 1. This is all Phase
13 1. This is Phase 1 and this an all Phase 2. This
14 is the drawing that was present in the environmental
15 assessment and we're just kind of using this as a
16 reference to show you how closely we have stayed to
17 that. This is the phasing plan for that was in the
18 environmental assessment. This green is Phase 1
19 which is, as I said early, the access road,
20 maintenance facility and ancillary park and ride
21 lot. The yellow that just came in is Phase 2. That
22 will be the intermodal facility, the bus way, the
23 park visitor center where sales and information will
24 be handled there and additional parking. That we're
25 looking at 2012 we would be doing that. This first

1 phase I would anticipate advertising in the spring
2 of '09. The red that just came in will be Phase 3
3 which will be additional park service, welcome
4 center component. And then Phase 4 -- and if the
5 funding allows, it could be part of Phase 3, we
6 anticipate developing a theater and some ancillary
7 development which could include a public meeting
8 room and facility, some more display type areas.

9 Now Jeff Coffin will be presenting all the site
10 plans for you and then Ray Quimby will be presenting
11 a brief presentation on our right-of-way process.

12 MR. COFFIN: Good evening. As Peggy has said,
13 I'm Jeffrey Coffin and I'm a civil engineer and I
14 work for the Maine DOT Highway Program. I've been
15 tasked with the design of the Route 3 improvements
16 and the access road into the site for the Gateway
17 facility.

18 Tonight we have many different drawings. We
19 have the Route 3 portion of Phase 1. We have the
20 Route 3 portion of Phase 2. We have the Gateway
21 Center access road Phase 1. The Gateway Center
22 access and Phase 2, and some typical roadway
23 sections of what the roadway is going to look like
24 when this is built. To explain some of these maps
25 and what they mean -- I realize they may be a little

1 bit hard to see this from the back of the room and
2 these drawings are big, but it's hard to see.
3 You're welcome to come up after everybody is done
4 talking. I'll stay around and we can discuss it if
5 you'd like.

6 I'd like to explain some of the coloring. The
7 gold that you see, that's pavement and the travel
8 way where you typically drive. The okra such as
9 this other color is paved shoulders. The light
10 green colors are slopes, typically grass when we get
11 down here. The red dots you see here and there,
12 some over here, some down there, those are
13 individual trees that have been recognized to be
14 removed. There's also some red in the middle of the
15 road, but that's just project stationing. That
16 tells us kind of where we are along the project.
17 There's some brown. What I call brown is this color
18 here which I'm calling brown to be gravel. It shows
19 up typically mostly underneath the roadway, but it
20 also shows in the driveway to be gravel. The gray
21 you see here, that's the flush painted traffic
22 island. This is also a flush painted traffic
23 island. This is pavement and it will just be
24 delineated paint on the roadway. The dark green you
25 see, this dark green all the way through here, this

1 dark green all the way in through here and these
2 islands, that is a curbed, raised, paved traffic
3 island. That can be seen typically right here is
4 what it will look like. It's raised. It has a
5 curb. It's paved. It's painted green usually too
6 so that's why it's green. The pink that you see --
7 there's a pink line on this plan right here and
8 there's a pink line here. The pink is the proposed
9 right-of-way.

10 Some general direction and orientation of the
11 maps. That's a north arrow, so that's north.
12 That's south. This would be the eastern side. This
13 would be the western side of Route 3. From the
14 Gateway Center this is north, this is south, this
15 would be east and west. North would be towards
16 Ellsworth and I realize I'm pointing actually to Bar
17 Harbor, but on the map that's Ellsworth and on the
18 map that's Bar Harbor. And obviously, we all know
19 we're in Trenton.

20 This road right here is called the drive-in
21 lane. This facility here is J and P's Farm Stand.
22 This building right here is the weathervane and
23 cupola shop. This building right here is Bar Harbor
24 Biotechnology and this road right here is Periwinkle
25 Lane.

1 So now that you know where we are, I'm going to
2 start with a general overview of Phase 2 which we
3 would propose to have done in the future phase, and
4 then I'll move to Phase 1 more in-depth.

5 Phase 2 will be a four-way signalized
6 intersection. I realize on this plan you don't see
7 any street lights, but there will be proposed to be
8 some right in this area, a four-way so that we can
9 get traffic in and out of this driveway as well.
10 The traffic was analyzed at this intersection with a
11 signal and future, and it was determined that
12 traffic coming from Bar Harbor headed towards
13 Ellsworth would require two travel lanes through the
14 intersection. You'll see that here; two, 12 foot
15 travel lanes through the intersection. Only one was
16 required headed southbound into Bar Harbor. There
17 will be a dedicated left-turn lane into the site
18 from Bar Harbor. There is also a dedicated
19 right-turn lane coming into the site from Ellsworth.
20 There's also proposed to be a dedicated bike lane
21 delineated all the way through the intersection.

22 Some of the items you see on Phase 2 will not
23 be changing for Phase 1 because what we've done is
24 designed everything so that we will only be in here
25 for a minimum amount of time for Phase 2. So the

1 things that aren't going to change between this
2 drawing and that drawing are, one, the pink line,
3 the right-of-way line, the slope lines, the ditch
4 lines, the driveway culverts, all the driveways will
5 not be changed for Phase 2. The entrance into the
6 Gateway Center won't change at all except for the
7 addition of streetlights. The big change you'll see
8 between these two drawings is this island right
9 here. That's the major change between the two, and
10 that Phase 1 only has one travel lane through the
11 intersection. That's the general overview of Phase
12 2. I'd like to get into Phase 1 because that's our
13 meat and potatoes, I guess.

14 Phase 1 is designed to be an intersection
15 without signal. There's one thru-lane headed north
16 from Bar Harbor to Ellsworth as you can see where it
17 says State Route 3. That's the thru-lane. There's
18 one through lane headed from Ellsworth to Bar
19 Harbor. There's a dedicated left-turn lane from Bar
20 Harbor into the site. There's a dedicated
21 right-turn lane into the site from Ellsworth.
22 There's also a dedicated delineated bike lane
23 through the intersection. The project begins about
24 600 feet before Driving Lane. That puts us right
25 about to where the sign is that says: Romers of

1 Trenton. That's right here. The project goes about
2 3,400 feet on Route 3 and ends down by Periwinkle
3 Lane.

4 Now I'd like to take you through a little
5 drive-thru of the project. I'll describe to you
6 typically what we will envision seeing as we're
7 driving down through this headed towards Bar Harbor
8 and then I'll turn around and we'll drive back
9 through. Headed south from Ellsworth to Bar Harbor
10 we have the 12-foot travel way with an 8 foot
11 shoulder. It carries on out to the cupola shop.
12 When we get to the cupola shop we start
13 transitioning out -- widening the road to
14 accommodate for the 8 foot bike way, the 12 foot
15 turn lane and on this plan it shows an 8 foot
16 shoulder which I've changed just recently this week
17 to a 4 foot shoulder to minimize the impact to the
18 cupola shop and the parking lot. As you come into
19 this transition you see this gray island with the
20 slashes in it. That indicates that that island is
21 only going to be painted. It's going to be flush as
22 can be seen from this drawing right here. It's
23 going to be paved and everything like the rest of
24 the road. It's just going to be painted and
25 delineated to be an island until we get to right

1 about here where the curbing starts, and that
2 curbing looks like this one I described earlier.
3 The 12 foot travel way and the 8 foot bike way
4 continue on through the intersection. This again is
5 the paved island, raised curb, until we get to the
6 other side of Crippens Brook. This is where
7 Crippens Brook crosses Route 3. We have guardrail
8 sections on either side of that. There's existing
9 guardrails right now. We have to widen them out.
10 We're going to maintain an 8 foot shoulder through
11 that area and then put guardrail on the outside of
12 it. There's also a section of that and you can see
13 that right here. There's still an 8 foot shoulder
14 in front of that guardrail. So that was our travel
15 south. We're going to head back north.

16 We start again with a 12 foot travel way and 8
17 foot shoulder. When you come up to the Crippens
18 Brook area where we've got guardrail on either side.
19 About 600 feet before we get to the intersection of
20 the access road, we start widening out for travel
21 lanes. This is where you'll see something weird
22 that you'll want to know what's going on. If you
23 look at this drawing right here we've got a travel
24 way which is going to be 12 feet wide and we've got
25 a paved 8 foot shoulder. We also have a grass

1 shoulder that's going to be 8 feet wide. That comes
2 into play in just a second. As we get up to where
3 everything widens out we have about 300 feet before
4 we get to the intersection, we've got a 12 foot
5 left-turn lane, a 4 foot painted, flush, traffic
6 separation island, I like to call it. It's a fancy
7 name for this little 4 foot painted island. Then
8 we've got a 12 foot travel way, an 8 foot paved
9 shoulder and an 8 foot grass shoulder. This 8 foot
10 grass shoulder accommodates for, in the future,
11 expansion on Phase 2 where we widen this
12 intersection out to two thru-lanes to be 12 feet.
13 You'll have 12, 8 and 4 which is 24. We turn that
14 into two, 12 foot travel lanes going through the
15 intersection on Phase 2. Then the grass shoulder in
16 Phase 1 becomes a paved shoulder, 8 foot, in Phase
17 2. If you have difficulty with all that, you can
18 see me afterwards and I can try to explain it a
19 little better. As we head through the intersection
20 we maintain this traffic separation island. Again,
21 that's going to be flush with the pavement. It's
22 just going to be painted. As we come through the
23 intersection we have this other lane here. We're
24 calling it a merge lane. That's for traffic coming
25 out of the Gateway Center itself. It gives it time

1 to merge into the thru-lane with this island
2 protecting them. So we're carrying our 12 foot
3 travel way, every foot and 8 foot, all the way
4 through the intersection. About where we hit JP
5 Farm Stand is where you'll see this grass shoulder
6 becomes 8 feet and that's only because the tapers
7 for the 12 are longer than the tapers for this --
8 the thru-lane taper is longer than the one-lane
9 taper, but we want to accommodate for that width on
10 Phase 1 so that we won't have to come back and
11 revisit that in Phase 2. When we get by JPs, we're
12 back to a 12 foot travel lane and 8 foot shoulder,
13 like I said, a little bit wider than 8 foot. It
14 widens out to about 11 feet through this area for
15 this grass shoulder and then eventually tapers to
16 zero at the end. So that was our ride through the
17 project.

18 Some other things that we've designed are the
19 drainage for this area. All the drainage cross
20 pipes will be up-sized and replaced with a minimum
21 size of 18 inch culvert. This type here will be a
22 24 inch culvert. Crippens Brook will need to be
23 extended. There's a box culvert right here. It's a
24 concrete box, basically, and we're going to extend
25 it out on the westerly side 25 feet and 30 feet on

1 the easterly side. Some drive pipes will be up
2 sized to a minimum of 15 inch size. Some of these
3 driveways, as can see, don't have pipes in them now,
4 but they are proposed to have pipes in them. That's
5 to improve the site, the drainage off the roadways.
6 The driveways on the plan you see are not complete.
7 Each and every one of them we looked at in-depth and
8 they will be designed to match the existing slopes.
9 As you can see on the drawing on the bottom over
10 there where it says: Route 3, MC-10, this a profile
11 of the roadway. It's proposed for Phase 1 and Phase
12 2. They're both the same, so there's the profile.
13 As you can see there is a red line on there. You
14 can barely see it. I think it's red. That's the
15 proposed, and the top of the dirt, as you can see
16 there, is the existing. As you can see you're not
17 really picking the roadway up at all there so all
18 the driveways that are out there are going to be
19 pretty much the same as they are right now.

20 The utilities on the project. Right now the
21 utilities are located on the easterly side of Route
22 3. They're on this side right here. They are on
23 here. There's some poles and stuff. On those poles
24 are Bangor Hydro, Fair Point Communication,
25 University of Maine and Time Warner Cable. The

1 proposed utilities will be relocated to the easterly
2 side of Route 3. On this plan -- I know you can't
3 see it from back there, but when you come up you can
4 look at it -- there's a line that has a bunch of Es
5 on it for electricity and that's the proposed
6 location of the utilities for this project.

7 The proposed utility for entering the site
8 for access to the Gateway site will be right about
9 where the Turnpike Road is. We'll have a pole here
10 and the utilities will come over to this pole, and
11 from this pole into the site everything will be
12 underground and it will be all installed now for the
13 purposes of the full build-out of the entire
14 Intermodal Facility to include lighting of the
15 access road as well. That's Route 3 in a nutshell.

16 I'm going to move onto the Gateway Center,
17 Phase 1, which is this drawing on the top for the
18 bus maintenance facility. And I believe we touched
19 on the Gateway Center, Phase 2, which is just this.
20 If you slide this up into this area right here,
21 that's Phase 2, the Intermodal Center. There are
22 also some typical sections of what the roadway is
23 going to look like. We're going to have a 12 foot
24 travel way. We're going to have a 4 foot -- as you
25 can see right here -- a 4 foot paved shoulder, a 4

1 foot grass shoulder and that grass shoulder in the
2 future for Phase 2 will accommodate the placing of
3 coping stones on them -- Rockefeller's teeth as they
4 like to call them in the park. You've all been to
5 the park and you know what those look like. They're
6 the big rocks that sit on the side of the roads. As
7 we enter the site we want to make this look as
8 park-like as possible, so we're going to incorporate
9 those into Phase 2 of the design.

10 The access road up to the site will just be
11 roadway all the way up until you cross Crippens
12 Brook which is right here. After you cross Crippens
13 Brook -- I'll come back to that in a minute -- we
14 come into the parking lot. There's going to be a
15 commuter, I guess, park and ride facility here. We
16 continue up the roadway and there will also be
17 another parking lot over here at the end. That's to
18 accommodate for employee parking. There's a
19 cul-de-sac at the end of the roadway and some
20 parking at the end, like Peggy said, for access to
21 the existing trails that are there. The bus
22 maintenance facility is located on the northern side
23 of the access road and it's this site right here.
24 For the road portion it's basically a big parking
25 lot. The building will be talked about in-depth in

1 a little bit. So this site basically runs through
2 the middle of a hill and that's why on the northern
3 and eastern sides we will be sloping that down with
4 slope on the uphill side. You see on the westerly
5 side of the site, that will be a retaining wall.
6 That retaining wall will be about 45 feet high.
7 These other things you see, these little dark gray
8 areas -- actually, we've got some blue stones in it
9 if you look real close. Those are ripraped level
10 lip spreaders. They help control the storm water.
11 The other areas that are green here, here and here
12 are vegetative buffer areas and those are so that
13 the water, storm water, can be dissipated back into
14 the natural surroundings. So the drainage on the
15 bus maintenance facility will be a combination of
16 catch basins -- and they're on here -- existing out
17 on the easterly slope to be caught by this level lip
18 spreader and the vegetative buffer area, and to
19 south of the site here which is the park and ride,
20 parking lot, it will be free draining to a drainage
21 ditch on the southern side of the this site, all
22 leading down to another ripraped, level lip spreader
23 that will dissipate the energy of the ditch over
24 this vegetative buffer area. The vegetative buffer
25 areas are delineated so that during construction

1 they can't be disturbed. There's another level lip
2 spreader here on the north of the roadway to collect
3 the ditch water and the runoff from the storm water
4 before it enters into the area where Crippens Brook
5 is. Crippens Brook crossing -- we have one crossing
6 on the project and it occurs right here. Right now
7 it's proposed to be an 8 foot structural steel,
8 plate pipe arch. That's a big word for basically a
9 culvert, but this culvert is not going to have a
10 bottom in it. It's going to have a natural open
11 bottom and the width of the culvert being 8 feet
12 will accommodate for critter passage on either side
13 of the Crippens Brook. In this area Crippens Brook
14 is only two or three feet wide so it will allow for
15 passage of animals and such. Crippens Brook also
16 may need to be relocated at one of the areas to
17 align it with our pipe, but that relocation will
18 mimic the existing stream at that location. There
19 are two other pipes that cross the access road, one
20 here and one here.

21 One last thing to talk about is the blue
22 snowflakes that are on the drawing here. That's all
23 the proposed landscape and we're trying to keep this
24 setting -- building this roadway as park-like as
25 possible in its natural setting so we're using

1 plants that are noninvasive, natural, native plant
2 materials. They'll be naturalized, low maintenance
3 and will be drought resistant for durability. Some
4 of the native species will be white spruce, red
5 spruce, red maple, birch, bay berry, berry berry.
6 The ground cover will be juniper and dogwood, so
7 it's going to look very pretty. There's a picture
8 over there that kind of depicts what we're looking
9 for.

10 Like I said, this picture down here is the
11 Acadia Gateway Phase 2 as far as road building is
12 concerned. That includes this parking lot for
13 over -- large sized vehicles, additional parking for
14 park and ride, for visitors visiting the Intermodal
15 Facility, the bus birthing area and obviously the
16 site work that goes around the building. That's all
17 the green stuff. There will also be more storm
18 water management techniques involved in more buffers
19 areas and stuff like that when we that into
20 designing and actually building this piece here,
21 like Peggy said, in 2012 it's planned.

22 Phase 2, which will also include -- and we
23 don't have it on this plan -- an extensive
24 landscaping -- more landscaping of the site, and
25 like I said, it will also include this installation

1 of these coping stones along the roadway. You can
2 see them on this plan, but we're not actually
3 putting them on Phase 1.

4 Like I said, I'll be sticking around after the
5 meeting if you're all confused and want to see
6 exactly if you own one of these properties and see
7 how it's going to be affected, I'll be around to
8 talk to and to discuss some -- what you'd like to
9 see happen. Thank you.

10 MR. QUIMBY. Good evening. My name is Ray
11 Quimby and I work in the property office at Maine
12 DOT. We deal with the real estate issues,
13 acquisition, relocation and those type of things,
14 and I'm going to talk with you a few moments tonight
15 about the general process involved in acquired
16 right-of-way. My comments are going to go
17 specifically to the Route 3 project, and as Jeff has
18 said, we've already acquired what is necessary for
19 the facility itself, so the remaining acquisitions
20 are only going to be oriented to Route 3.

21 I have brought with me a few of our booklets
22 that give you a thumbnail sketch of the process
23 entitled: Landowners Guide to the Property
24 Acquisition Process. If you'd like to pick one up,
25 they're over at the table as you come. If we run

1 out, if you could get me your name and address if
2 you're interested and I'll be sure one gets sent to
3 you. And also up here on the slide we have Federal
4 Highway Administration's internet address, and
5 there's a lot of good detailed information on that
6 site about all aspects of right-of-way, some things
7 that will probably never be involved with here on
8 this project, but if you want to make notes as to
9 what that site location is, then you're certainly
10 free to do that.

11 Our process begins with developing a base
12 right-of-way map and to do that we essentially take
13 the surveyed base line, the center line of the road,
14 that's developed by the design division. We do
15 property owner reports. Each property owner that
16 abuts the highway is contacted by one of our
17 employees and we interview them to find out
18 locations of property lines, sources of title, book
19 and page, locations of wells and septic systems and
20 anything that might not be apparent from looking at
21 the property that could be impacted by the highway
22 project. We do titles on each property that's
23 impacted at the local registry of deeds. We go back
24 a minimum of 40 years if we're going to make a strip
25 take on the property. We look for a deed

1 description of the property that would help locate
2 the property lines and we also check to see if there
3 are any easements on the property, if there are any
4 mortgages, if there are any tax liens. We contact
5 the town and take a look at the town records and see
6 what information is available there, and then lastly
7 we do research on the existing right-of-way layout
8 so that we have an idea of what we already own and
9 what the public can use for the project. Is this
10 case we find the layout for this project in the
11 Hancock County records in Volume 2, Page 99. It's
12 shown as four rods or 66 feet wide. I believe it
13 was laid out in the 1820s. All of that information
14 gets plotted on the right-of-way layer in a computer
15 and then we take Jeff's design layer, and
16 essentially overlay on the right-of-way layer and
17 any area where the design spills over the existing
18 right-of-way, we know we've got to make an
19 acquisition of some type in order to support the
20 construction of the project. The acquisition is
21 basically in three types, three interests of land
22 acquired. The first interest is (inaudible) and
23 essentially that means that we take all the right,
24 title and interest in a piece of property. The
25 second interest is an easement. We often take

1 easements for drainage so that we can outlet
2 drainage or inlet drainage into the structures on
3 the project and easements for sloping, sometimes for
4 conform construction and maintenance. Those are
5 permanent acquisitions against the property, but the
6 abutting property owner still retains the underlying
7 fee interest, and then we take temporary rights. If
8 we've got to match somebody's driveway or their lawn
9 into the new construction and we're only going to be
10 there for the duration of the project to do the
11 work, then we would take a temporary right, probably
12 a grading right, to do that work. And when the work
13 is complete the right expires and doesn't pass with
14 the property.

15 Federal regs require that -- are pretty broad
16 in terms of what they require that we take. They
17 say that we must buy enough land to construct,
18 operate and maintain the project, so you're looking
19 at current and future activities and enough to
20 protect the facility and to protect the traveling
21 public, and they allow us to do acquisitions that
22 consider the utility's needs when the utility has to
23 relocate their lines to set back to provide that
24 increment of safety.

25 This particular project we're acquiring for

1 both Phase 1 and Phase 2 in one-fell swoop. On the
2 east side we're doing an acquisition that begins at
3 50 feet of width going from 33 to 50 feet. And then
4 as we approach the facility and the turning lanes
5 where the project gets wider, then we bump out to 70
6 feet. As we get beyond the islands and the turning
7 lane, then we transition back to 50 feet. That's on
8 the east side. On the west side we're staying
9 pretty much where the 40 foot right-of-way is across
10 the entire project on the west, at maximum.

11 All of these takings will be appraised. We
12 will have an appraiser who is assigned to the
13 project. He will contact each property owner
14 individually and offer them a right to accompany him
15 on his inspection of the property. I recommend that
16 you go along with the appraiser when he inspects the
17 property and takes the pictures. It gives you an
18 opportunity to indicate what your concerns are to
19 him, to make sure that he sees everything that needs
20 to be seen. And if you have any information about
21 land value in the area, it gives you a chance to
22 discuss land values with him. It also gives him a
23 chance to bring you up to date on where the project
24 is and what the process is going to entail from the
25 point that he visits with you on through. The

1 appraisals will be done based on us paying you fair
2 market value for whatever we take. And fair market
3 value is typically defined as the difference in the
4 value of your property before and immediately after
5 the taking and all of the appraisals are reviewed
6 and the review process is more than a math check.
7 It's almost a second opinion to ensure that the
8 appraiser has followed the appropriate techniques
9 and that the numbers that are come up with are
10 reasonable numbers. After the appraisals are done
11 and approved, you will be contacted by a negotiator
12 who will meet with each property owner individually
13 at your home or at your place of business or
14 wherever it's convenient for you to meet him. He'll
15 explain the plans and the schedule and the impacts
16 from the taking and from the construction. He'll
17 present you with the state's offer in writing and we
18 can't offer less than the approved appraisal.
19 That's the minimum amount of money we can offer you
20 is whatever the appraiser comes up with that's
21 approved, and then he'll discuss the project in
22 general, and your recourses, should you not be happy
23 with the offer.

24 There are a couple of signs on this project,
25 business signs, that are within taking areas that

1 are going to need to be moved, and we can reimburse
2 you for the cost of moving the sign if you have a
3 sign in the take and that reimbursement is based on
4 the lower of two bid prices from the sign companies
5 to move the sign from the taking area back onto your
6 property, and we can't pay for any encroachments.

7 Any signs that are located within the existing
8 right-of-way are not considered to be signs that are
9 permitted, so we're not able to pay for those.

10 The process of transferring title from the
11 property owner to the state is a process the uses
12 the power of eminent domain. It's called
13 condemnation and we do that for two reasons. First,
14 because we're able to file one document at the
15 registry of deeds that transfers all of the title
16 necessary with that one filing and the federal
17 government won't allow us to advertise these
18 projects until we have all of the right, title and
19 interest necessary in the project in order to go
20 forward. And the second reason is because if
21 there's a cloud on the title, if there's something
22 that we missed in the title search by virtue of
23 making this filing, that cloud is cleared so that we
24 get clear title to move forward with the project.
25 If you're not satisfied with the state's offer, then

1 60 days after the acquisition, after we file the
2 acquisition, your case will automatically be
3 referred to the state claim's board for inclusion on
4 their docket. We can still negotiate after the case
5 is referred to the state claim's board. The board
6 probably won't meet to hold hearings until after the
7 project is completed -- after at least the first
8 phase of the project is completed, and we continue
9 to work with property owners and try to negotiate
10 agreements up until the time we actually go to
11 court. The claim's board is a board that's
12 appointed by the governor. It consists of an
13 attorney and an appraiser and a commissioner, in
14 this case, from Hancock County. And they're an
15 independent board. They're semi-informal. It's not
16 like going to a court proceeding, but there are some
17 formalities involved. The property owner can
18 represent themselves. They don't have to hire an
19 attorney if they don't chose to. And if either the
20 state or the property owner is displeased with the
21 outcome of the board's award, then they can appeal
22 the case to go to superior court. In our experience
23 that does not happen very frequently.

24 I have a couple of miscellaneous items that I
25 have to touch upon before I sit down. We will

1 acquire by the process of condemnation. We'll send
2 you a check for the state's offer. You can cash
3 that check and use the money without affecting your
4 right of appeal. If you're happy with the check and
5 you've settled with us, cashing that check does not
6 indicate that settlement. We have to get you to
7 sign a form that specifically indicates that you're
8 satisfied. If you have a mortgage on the property,
9 if there's a tax lien on the property or some other
10 encumbrance, then we're required by law to put the
11 name of that mortgage holder or the town on the
12 check if there is a tax lien. If you have a
13 property pin that is disrupted as part of the
14 project, then we can assist you with either
15 replacing that property pin in its former location
16 or perhaps depending on the circumstances, reimburse
17 you for having a surveyor come in and replace it on
18 your new right-of-way line. We typically do water
19 tests on projects before we begin construction, and
20 if there's an issue with quality or quantity of
21 water after the project, there's a two-year period
22 you can appeal to the department to determine if we
23 were responsible for any problems. And then I have
24 to tell you that if you're thinking of selling the
25 property, then you need to notify any perspective

1 purchaser of the fact that there is a project going
2 through and that there's going to be an acquisition.

3 I know that it's very difficult to see any
4 detail on these plans from where you're sitting.
5 I'll be around here after the project is over and if
6 you're a property owner and you want a closer look
7 at what we're proposing, then certainly come up and
8 we'll try to do the best we can to answer your
9 questions individually.

10 I guess with that, I would introduce Jay Duncan
11 from DMJM Harris who is the architect -- no. I'm
12 being told it's not Jay, so Tim is going to take
13 over from here.

14 TIM: Jay is a planner. I am an architect.
15 This building is a maintenance center for all the
16 operating fleet of buses currently operated by
17 Downeast Transportation, Inc. It is also going to
18 be an administrative building for Downeast
19 Transportation. It will also be a facility for
20 drivers and other employees that are actively
21 engaged in the transport day to day. It's also
22 going to be storage in addition to the maintenance
23 of the vehicles and it will also provide a bus wash.

24 The building is intended not to look like your
25 typical butler building. It's intended to be a

1 building that is more in concert with typical Maine
2 architecture. Many of you who have been here
3 through the planning process and have seen maybe
4 some of the area sketches that we have used to
5 envision both the visitor center and the maintenance
6 facility. We'll see that -- in fact you can see
7 later in more detail the building that is most
8 prominent -- even though most of these buildings
9 located in the back of the site won't really be seen
10 at all proximately from the roadway -- from Route 3,
11 that is. However, if one were to look at the
12 building, the face of the building, the building in
13 front, you see -- long voice, short reach. This
14 building here is really the building that houses the
15 admin facilities for the drivers and dispatch and
16 those types of functions. It's designed to be a
17 simple gable end type structure. It's really a
18 two-story building, but sort of a disguised story
19 and a half, very similar to much of the residential
20 architecture you'll see in Maine and throughout New
21 England, whereas, the second story is really lit by
22 these shed dormers that you see across the front.
23 The building is clad in masonry and -- but may look
24 like, as is intended, some timber -- like rough
25 cedar siding. However, it will be a lower

1 maintenance material than cedar. Right now this is
2 envisioned as a metal, horizontal panel. Also,
3 vertical baton seam type panels throughout the
4 maintenance and storage parts of the building.

5 The building is -- the roof will be steal --
6 like a painted steal roof. The main entrance here
7 you see in the photos and all of the lighting is
8 really through traditional fenestration, painted
9 trim. We haven't decided on the color, but any
10 input will be welcome. That's a tough one. That's
11 always a tough choice; how do you trim the building,
12 but we'll work through that.

13 The maintenance areas as you can see here are
14 really intended -- in fact, it's masonry at the
15 base, horizontal cladding like a clapboard and then
16 the paneling -- the vertical batten seam paneling
17 above are carried as horizontal bands around the
18 building, partly to reduce the apparent height of
19 the building and also to really make the building
20 more expansive horizontally, so visually it's a very
21 horizontal building.

22 You'll see these maintenance areas and storage
23 areas are sky lit to bring in as much daylight as
24 possible to reduce energy costs -- more on energy in
25 a few minutes -- and I think that generally you can

1 see that it's a fairly simple building from the
2 masking point of view with the front building being
3 gabled and the back building simply being a flat
4 roof structure.

5 This is a front elevation. This is what you
6 would see if you were a visitor to the building,
7 strong central entrance, horizontal banding of
8 masonry and then the other materials and then, of
9 course, the shed dormers across the top. A pretty
10 simple, symmetrical, hopefully unobtrusive,
11 building.

12 The plans I'll quickly go through. I won't go
13 through in much detail, but in the front building
14 you'll see the entrance lobby right here with an
15 all-whether vestibula, and the areas to the right in
16 green are the office areas for the management of the
17 bus system. Also this corner would be dispatch for
18 the busses. This area here are toilet rooms for
19 both the public and for operations there.

20 Mechanical -- the red is circulation. The elevator
21 and two stairs serve the second level, and then all
22 the blue, pale blue area behind is -- I'm going to
23 move with this. All of this blue area are the
24 maintenance and storage facilities, two maintenance
25 bays, through loading so buses can pass through,

1 also enough length there to store buses in the
2 winter if they're not being used as maintenance
3 bays. All of this is maintenance support. This
4 area is -- west to east -- a wash bay for buses,
5 mostly an automated wash bay with service spaces for
6 the wash bay, but 90 percent of the water gets
7 recycled and some other service areas; trash and
8 liquid storage. This portion of the building here
9 is for 12 buses -- accommodates 12 propane buses.
10 Propane buses are a little harder to start in the
11 winter so this will provide tempered indoor storage
12 for buses in the winter.

13 The second level is really just this portion of
14 the building here which has toilet rooms and lockers
15 and shower facilities for drivers. This is the
16 vertical circulation, a high central corridor
17 allowing kitchen, and break room here for drivers
18 and other employees, and then storage essentially.
19 These two areas in pale yellow are really mezzanine
20 spaces that will house mechanical equipment and then
21 some storage as well.

22 These are colorful technical sections. I don't
23 really need to dwell on those, but you can see the
24 building is a relatively short span, lightweight,
25 steel frame building with some masonry in it, but

1 primarily metal clad. You see the overhead doors
2 with the horizontal glass lights in them and
3 skylights overhead and the upper image. This is
4 really just taken through the maintenance storage
5 bays. This is through the admin building, main
6 lobby and another view of the admin building. And
7 there it is.

8 It's intended to be very much a part of the
9 natural environment. It's not going to stick out
10 like a sore thumb. It's going to be very --
11 hopefully a quiet, sedate building. I don't have a
12 site plan here. Although there is one over here.
13 We can talk about it informally afterwards. That
14 upper left image is one of the close insight plans
15 that Jeff briefly touched on. Most buses like to
16 circulate in a counter clockwise direction. So
17 they'll enter on the east, enter around the
18 building, exit on the west. There's some outdoor
19 storage for the buses there. Most will be stored
20 outdoors in the summer. There's also a fueling
21 facility, propane only -- no other fuels on the
22 site -- at the back and then you see the outline of
23 the building with the blue area being maintenance
24 and storage and the brown/red building being the
25 admin building.

1 There are a number of things we've done here
2 since, I think, the EA was done. Instead of having
3 the building masses sort of all align with each
4 other on the site, we pulled the building forward
5 with the diagonal placement of the admin building,
6 partly so that we have more room for operations at
7 the back. And in time if we want to expand another
8 bay on the storage facility we can do that and still
9 not have a negative effect on the overall
10 operations.

11 So I think with that, Tony Davis will be
12 speaking briefly on some of the lead issues -- lead
13 certification we're going for on this building.
14 He'll talk a little bit about some of the energy
15 saving aspects of the structure.

16 MR. DAVIS: Can everybody hear me? I can't
17 tell if I'm loud enough back here. I'm Tony Davis
18 and I'm with Allied Engineering. I'm actually a
19 mechanical engineer. I've worked pretty closely on
20 the project throughout the PDR development.

21 You're probably all familiar with the sting of
22 rising energy costs. I'm certainly sure I am.
23 Additionally, you've probably heard the buzzing of
24 the environmental impacts -- minimizing the
25 environmental impacts. In fact, in 2003 Governor

1 Baldacci issued an executive order mandating that
2 all state owned and operated facilities follow the
3 principles of what's called LEED. LEED as you can
4 see from the slide is actually -- it stands for
5 Leadership in Energy and Environmental Design. That
6 is actually a set of principles and guidelines set
7 forth by the US Green Building Council and it
8 basically focuses on three aspects of building and
9 facility design. It focuses on maximizing optimal
10 comfort and well-being, minimizing energy usage,
11 optimizing energy efficiency of equipment and
12 minimizing impact on environmental issues associated
13 with the facility. We've made the decision on this
14 facility to take the governor's executive order one
15 step further and actually go for certification for
16 this facility in accordance with LEED. By
17 certification, basically, LEED has a list of items.
18 The more items on that list that you can incorporate
19 into the design of a facility, the higher the
20 certification you can get. The certification
21 basically requires that you register the facility
22 with the US Green Building Council and prove to them
23 through design calculations and actual construction
24 documentations that you've met that criteria. They
25 have four levels of certification starting at the

1 bottom with a basic certified level ranging through
2 silver, gold and platinum. We are actually
3 confident based on the design intent that we have in
4 place right now that we can get the silver. In
5 fact, we currently have enough points to get gold
6 certification, but we know that some of those are
7 going to fluctuate back and forth and once design
8 issues get worked out and plumbing gets finalized,
9 we know that we could lose a certain amount of those
10 points. We like to build in that comfort level from
11 Day 1 knowing that in the end we want to get the
12 silver, so we want to be into gold right now and
13 allow ourselves some slippage.

14 Just to talk briefly about some of the factors
15 that we're incorporating into the design for the
16 facility -- I'm going to start right out with the
17 site because it all starts if it's a site impact,
18 it's an environmental impact. Jeff talked a little
19 bit about storm water management and storm water
20 management on this project is being done to the
21 extent possible to minimize environmental impact and
22 I'm sure Jeff would be willing to talk more about
23 that afterwards. In addition to that, the lighting
24 systems on the site are being designed with
25 shielding fixtures which have a low cut-off

1 technology. What that means is you get less light
2 wasted into the atmosphere and more concentrated on
3 the site where it belongs and on the building where
4 it belongs. That gives us two benefits. No. 1, it
5 minimizes the amount of energy we need to dumb into
6 those lights to do their job because they're being
7 focused where they need to focus. No. 2, it
8 minimizes the impact on the environment. It reduces
9 light pollution. In fact, the designs that are
10 being proposed for this facility will meet the
11 most -- the more stringent local ordinance.

12 No. 2 -- and again, specific to the site --
13 waste water management. In addition to the storm
14 water we've looked at innovative technologies when
15 it comes to waste water; waste generated by the
16 facility. We've actually met with the Department of
17 Human Services and gotten preliminary approval to
18 incorporate alternate technologies for the septic
19 system. Some of that was through the use of all low
20 water consumption fixtures within the facilities,
21 recycling of wash water which James touched on in
22 the bus wash bay, low water consumption toilets,
23 even lower than the state mandated 1.6 GPF, Gallons
24 Per Flush. There's technologies available out there
25 that are cutting edge because of the rising energy

1 costs. We've incorporated those. We've actually
2 gotten the waste water from a conventional design
3 down to about one-third of the conventional design.
4 That allows us to use alternate technologies on
5 septic systems, smaller systems. Again, directly
6 linked to less environmental impact of the facility.

7 As we move into the facility we'll start out
8 with the architectural. A big part of LEED
9 certification is optimizing energy performance. We
10 are proposing upgraded glazing for the facility.
11 Again, technology has come leaps and bounds with
12 glass. We're all familiar with the single glazing
13 hung windows. We can get upgraded glass that's
14 going to have half the heat loss, minimal impact to
15 the project budget. We're proposing thermal
16 insulation for the walls and roof that exceed state
17 standard by about 30 percent. Again, minimizing
18 heat loss from the facility.

19 Structural systems. We're proposing to use
20 steel recycled or wood locally harvested materials.
21 Again, to promote -- minimize economic impact.

22 Mechanically, basically, there's all kinds of
23 things mechanically we can do. This is a facility
24 that obviously has some function. It's a functional
25 facility to maintain and maintain buses. As such,

1 we have engines operating inside. There's a lot of
2 exhaustion requirements inside of the facility to
3 meet International mechanical code standards. When
4 you dock there, you're bringing air back in. Air
5 being sucked into a facility is costly. We're
6 proposing two things to overcome that. We'll be
7 automating those systems so that we're going to use
8 actual gas detectors and no system will have to run.
9 That way we don't need to run them constantly. The
10 International Mechanical Code allows us to run them
11 when they have to. Low costs. Five hundred bucks
12 to operate the system that runs 24/7. No brainer.

13 Heat recovery equipment (inaudible) public
14 bathrooms. We're running it with heat recovery
15 where air is coming back into the facility
16 minimizing energy costs.

17 Indoor air quality is being promoted in the
18 proposed design. And again, there's three points
19 available for simple things like walk-off mats when
20 you walk into the facility so you're not tracking
21 dirt in which later becomes dust which is entrained
22 into the atmosphere, you know, lung problems, sinus
23 problems. Local exhaust from things like
24 photocopiers. We don't think much about it, but
25 photocopiers give off some nasty stuff. Put an

1 exhaust fan on the roof, you've promoted the
2 well-being of the occupants and there's credits
3 available to us for that.

4 Electrically. We talked about site lighting
5 already. Inside the building the electrical designs
6 are going to be as green as the mechanical designs.
7 All the electrical lighting systems will be either
8 on occupancy sensors or automatic controls which are
9 going to be programmed to go off when we don't need
10 it on. We don't have to remember to turn off the
11 lights. We have computers that will do that for us.
12 And again, we have points available to us for that.

13 The bottom line in our proposed design -- and
14 we're confident we can get there -- we're looking
15 to -- what we will end up having to do is build a
16 model of this facility -- two models, actually. One
17 will be a model that lays out the state mandated
18 facility; this is what the state requires, the state
19 energy code, electrical code, mechanical code,
20 structural codes, building codes. This is where
21 we'd be and this is what the energy use for that
22 facility would be. This is our enhanced facility;
23 second model. This is where we implement all the
24 upgrades that we're proposing and this documentation
25 gets submitted to the US Green Building Council.

1 That's proof that we're meeting our intent.

2 We feel confident that we're going to be able
3 to save upwards of 40 percent just in energy for
4 this facility and a lot of that is being done with
5 systems that will pay for themselves in less than
6 four years. So again, we're excited about this and
7 we feel this is going to be a nice building. With
8 that, I'll turn it back over to Peggy and she's
9 going to talk about the permitting, I believe.

10 MS. DUVAL: I know this is an awful lot to take
11 in and this next piece will be pretty quick. The
12 department has been having ongoing communications
13 with the environmental agencies that's -- for our
14 permitting. We've been working with Maine DEP for
15 the site work permit and the Natural Environmental
16 Resources Protection Act, individual permit, as well
17 as the Army Corps of Engineers' permit. We have had
18 discussions with the Army Corps and some others who
19 have been out on the site to look at our mitigation
20 plan and we've made good progress on that. It looks
21 like the mitigation piece will be on site -- on the
22 project site. So, like I said, we've had ongoing
23 agency coordination. We'll be applying for those
24 permits in October of 2008.

25 On the project costs, right now the Phase 1

1 estimated project cost for engineering and that
2 includes right-of-way, engineering and construction
3 oversight during -- which we call construction
4 engineering -- is 2.1 million dollars. The
5 construction is estimated to be 12 million dollars
6 for a total of 14.1 million dollars. Right now our
7 funding sources are Federal Highway Administration 4
8 million dollars, Federal Transit Administration 5.3
9 and the National Park Service is 1 million dollar.
10 The state -- we have a state general fund bond 3.2
11 million. The total funding we have to date is 13.7
12 million. We right now have about a \$400,000
13 shortfall which we're working on. The -- I would
14 like to note that the funding that we do have is
15 pretty much dedicated to this project. If we don't
16 do the project, the funding -- we can't just use it
17 elsewhere because it was specifically dedicated for
18 this. The cost you'll see up for construction is
19 higher than what was in the preliminary design
20 report. Paving prices in the last couple of weeks,
21 they've jumped through the roof. I made some
22 adjustments to the cost on the preliminary design
23 report to try to factor in -- factor that in. We
24 are going to look at ways, like Tony said, as we get
25 into final design we're going to be fine tuning

1 those estimates and looking at some additional cost
2 saving measures to get us within the available
3 funding. If for some reason there is money left
4 over -- which is unusual these days -- then we can
5 probably start looking at preliminary design on
6 future phases a little bit earlier than anticipated.

7 Our next step is we're going to consider the
8 public comments we get here tonight when we have the
9 question and answer series. We intend on completing
10 final design in January of 2009 and advertising the
11 project around February of 2009 with construction
12 beginning a couple of months after that. I will
13 also be contacting the town probably within the next
14 couple of weeks to talk about getting on board an
15 independent party that is familiar with your local
16 ordinances and zoning and this party will be
17 mutually agreed upon between the town and the
18 department so that we can take a look at the
19 ordinances and provide information to the town
20 relative to those. That will be paid for out of my
21 project budget. That could be Hancock County
22 Planning or it could be someone else, but it would
23 be a mutually agreed upon party. We want someone
24 well versed in the zoning and the ordinances.

25 This is all my contact information. I have

1 business cards up front there. Please feel free to
2 e-mail me or call me. There's a website. The
3 project does have its own website. The preliminary
4 design documents are all loaded on that website.
5 Most of the newsletters -- the newest newsletter I
6 need to have put on there, but there's the whole EA
7 documents, you know, the whole history is right on
8 that website and it's easy to access for you. So
9 with that, I'm going to turn things over to Jim
10 Fisher. He'll be moderating the questions and I
11 would just ask that you clearly state your name
12 before speaking because the court stenographer needs
13 to have that information.

14 MR. FISHER: Thank you. I think everybody in
15 Trenton should by now have received a newsletter,
16 not only to mention our meeting here tonight, but to
17 give you some of the information that the speakers
18 have reviewed tonight, and we have extras here.
19 Feel free to take some. Take as many as you need.
20 I've got lots of extras. With that, I'll open the
21 floor if anybody would like to speak. And I'm
22 afraid I don't know a lot of your names, but I'll
23 try to sort of be fair and balanced as we go around
24 the room. Do stand, give us your name and we do
25 have an extra microphone. I encourage you to use

1 it. My lovely assistant will be passing through the
2 crowd with the microphone. Sir?

3 CHRIS KOCH: Hi. We're Chris and Kathleen
4 Koch, 676 Bar Harbor Road. We're the driveway
5 directly across the street and I want to say it's
6 nearly impossible for us to turn left now and head
7 into Bar Harbor. And when you put all the buses of
8 the whole system in there; all the bus drivers, all
9 the employees, all the dirt trucks, all the cement
10 trucks directly across -- it's a three-way now.
11 There's us coming out and then there's -- coming
12 along from Bar Harbor. Now you're going to add
13 another dimension and you're going to add a
14 tremendous amount of traffic. How are we going to
15 turn left without a traffic light? And I think the
16 gentleman that spoke early, Jeffrey from DOT, said
17 that the traffic signal was scheduled for the second
18 phase, but not the first phase. So I just want to
19 say it's going to be an extreme hardship on us. And
20 I understand from what was said that we're also
21 going to lose 70 feet in the front because we're on
22 the east side. So what I'm saying is that we're
23 going to need a traffic light right from the get-go
24 for us to be functional and not put us out of
25 business there. As I said, we're going to be

1 impacted most by being directly across the street.

2 Thank you.

3 MR. FISHER: Would you like to comment?

4 MR. COFFIN: I thank you for your comment. I
5 realize the problem and I think -- this is only my
6 opinion -- that, one, we have moved the intersection
7 of this roadway, access road, to be directly across
8 from your driveway for one. It used to be down here
9 and I said, no, no. We can't do that, so we moved
10 it across from your driveway, so then, obviously,
11 you have an opening. The other thing we have that I
12 think will help you -- and I'm hoping that it
13 will -- is as you're coming out of your driveway and
14 turning left to Bar Harbor, you only really have to
15 worry about one lane of traffic at a time because
16 you'll have 12 feet of travel lane coming this way
17 that you'll have to watch out for and then you can
18 get in the middle of the road where there will be no
19 traffic and there's about 20 feet of actual roadway
20 where there is no traffic, because traffic coming
21 into the site will be stopping and coming this way
22 because there's a 4 foot, 12 foot and 8 foot.
23 There's all kinds of lane here to then look for
24 traffic coming from Ellsworth.

25 I think -- this is only a design proposed, but

1 I think it might be a little safer for you after we
2 get this done than it is right now, and I agree with
3 you that when the traffic light is put in, it will
4 be a whole lot safer, but right now it doesn't
5 warrant to have a traffic light installed, but I
6 think it will -- after you see this implemented --
7 will be much safer for you to get in and out of your
8 driveway heading to Bar Harbor.

9 MR. FISHER: Good. Thank you. Another
10 question or comment.

11 BRUCE CAMERON: I'm not disagreeing with your
12 plan there, but I am disagreeing that you haven't
13 recognized that you have two frustrating and
14 dangerous intersections, one north and one south.
15 There's 204 and -- Route 204 and Route 230. This
16 is -- why we don't have a light that we've been
17 trying to get for 10 years and DOT keeps putting us
18 off and it's frustrating. I don't think you realize
19 what the traffic situation is there and you're only
20 creating more. Does anyone agree with me here on
21 Route 204?

22 AUDIENCE: I work down at the Industrial
23 Park --

24 MR. FISHER: Excuse me. You'll have a chance
25 and we'll need to get your name for the

1 stenographer.

2 BRUCE CAMERON: If you had a show of hands here
3 on both of these intersections, I think you'd get
4 the point. That's all I have to say.

5 MR. FISHER: Thank you. Would you like to
6 speak now?

7 AUDIENCE: (Inaudible)

8 MS. DUVAL: We currently have a project under
9 design for Route 230. I believe it's approximately
10 somewhere around 80 percent complete, Jeff? We're
11 anticipating that that project would be constructed
12 in the next work plan which is 2010, but the design
13 is pretty well underway for that piece. I'm not
14 sure on Route 204. I don't -- Jeff, are you aware
15 of anything for that one? No. Okay.

16 MR. FISHER: Your comment and your name,
17 please.

18 JOANNE ROMER: I live on the Turnpike Road.
19 And my concern, of course, is my driveway because
20 you're going to be widening that lane and I'm going
21 to have to go out and head towards the island or
22 head towards Ellsworth, whichever way I head it's
23 going to be difficult for me if you've got them
24 lanes where you're planning on putting them, but in
25 2000 I opened a fast food take out place and I went

1 to a meeting in Trenton and they discussed the
2 Hinkley's down in the Industrial Park and this is
3 one of the problems I deal with every day because I
4 work in the Industrial Park and this is a big
5 problem. We have people stopped there and holding
6 up traffic to let us out. We have people peeling
7 out of there making a lot of noise because they're
8 frustrated because they can't get out. You're
9 adding a lot more traffic to it and I just don't
10 know how that's going to affect the flow of traffic
11 on the Bar Harbor Road. They wanted to put a light
12 back in 2000. They said there wasn't quite enough
13 traffic coming out of the Industrial Park for a
14 light. Now Hinkley's has added two more buildings
15 and there's still no light and we have a problem
16 with that part -- which I know coming out of the Old
17 Point Road which is 240, that's a problem, too, and
18 now you're going to add another problem.

19 MR. FISHER: I appreciate your comment and it's
20 on record. I don't know if anybody from DOT can
21 respond to those. I can say in general the
22 possibility of having three and four more traffic
23 lights on Route 3 in order to accommodate these
24 entrances is a challenge on a road that needs to
25 carry this volume of traffic. As you know, having

1 the two traffic lights at the Wal-Mart on Beach Hill
2 Drive itself kind of created a jam of traffic.

3 JOANNE ROMER: Right. And you also have a
4 major Trenton market place sitting right there in
5 the middle of it.

6 MS. DUVAL: We're not -- this project right
7 here I don't think you'll find will bring more
8 traffic. The goal is that it will -- people will
9 pick up the bus, the Downeast Bus -- Island Explorer
10 from the facility and then there will be less
11 day-trippers on the road. That would be the goal.
12 I don't see this attracting additional traffic to
13 the area.

14 MR. FISHER: Though we do hope -- and I think
15 many people from Trenton hope that some of the
16 people using Route 230 will come back up onto Route
17 3, the tourists in particular, will take Route 3 and
18 use the visitor's center instead of using Route 230.
19 Other questions or comments? Your name?

20 CHUCK STARR: I forgot how insomnia-correcting
21 listening to an engineer is. I agree with the two
22 previous speakers. However, I think you can direct
23 it to this project. The ramp going down feeding
24 into the southbound route in toward Bar Harbor,
25 you're going to have bus and car traffic ramping

1 down into 45 to 50 mile an hour traffic. You've got
2 to have the same kind of concept as you have on the
3 entering traffic where you actually look like you
4 have a much bigger lane coming in then what you
5 really need going out. Hopefully there will be a
6 yield sign and the Island Explorer drivers will
7 understand that they're going to feed into Route 3
8 just like the rest of the residents have to come out
9 on 230 and 204 and the business park. It's mind
10 boggling to watch. People take risks every day
11 getting out onto that road and you're going to have
12 the same issues right there with that ramp leading
13 into Route 3 going into Bar Harbor.

14 MR. FISHER: Response? Okay. Well, certainly
15 these ideas will be taken into consideration as the
16 designs are reviewed. Are there other comments? We
17 have a distinguished panel in the back. Fred, if
18 you'd like to say something, I'd appreciate it.
19 Fred Ehrlenbach is the chair of the planning board.

20 FRED EHRLNBACH: I guess my first comment for
21 the record is, the proposed use is not permitted
22 under the land use ordinance and I'll leave it at
23 that. The second issue -- the second question I
24 have is for you, Jim, and that is, how does the
25 relocation of all of the utilities to the east side

1 of the road impact the request for a scenic byway
2 application?

3 MR. FISHER: Yeah. Honestly --

4 FRED EHRLLENBACH: Before you -- I've got one
5 other question, and the next question is, is this
6 building proposed to be sprinkled?

7 MR. FISHER: Yeah. The building will have
8 sprinklers. That's a requirement. The first point
9 that did not go before the town planning board for
10 approval has been discussed at some length and I
11 think what DOT is proposing now is trying to come up
12 with a process short of seeking a permit, a local
13 permit, of having a discussion to make sure that
14 everything that's done can be in as much compliance
15 with the local zoning as possible. The middle
16 question is an interesting point -- and I haven't
17 had time to review this, but the town recently did
18 adopt scenic view shed protection standards and
19 these lines would be relocated into a scenic view
20 shed which is problematic from the byway perspective
21 and we need to review that. I haven't had time to
22 respond to it, but it is a concern. I think
23 Trenton -- in the tradition of being very forward
24 looking and really much stronger than most of the
25 towns that I work with has identified recently the

1 specific view sheds that they want to protect and
2 have, I think, made a strong case for not putting
3 utility lines in the view shed. So we need to look
4 at the wires and see what views would be affected
5 and try to mitigate that. Are there other questions
6 or comments? Pete?

7 PETE: Fred beat me to the punch on the one
8 about the byway. I was going to bring that up also,
9 but I'd also like to ask -- I don't know if anyone
10 here can answer this, but in view of what happened
11 with the DOT and the planning board in town and not
12 really reaching a resolve yet, how does that affect
13 the agreement that the Chamber of Commerce had
14 worked out with the DOT early on in this process
15 where the Chamber of Commerce and Ron Roy had
16 exchanged letters and he agreed to work with us on
17 five points of our concern. Is that still valid or
18 has that been dropped by the way side.

19 MR. FISHER: Would you like to respond, Ron?

20 MR. ROY: I'd be glad to respond. I think
21 we're still going to follow the letter -- we are
22 still anticipating working with the regional Chamber
23 to ensure you're involvement in the new center which
24 will actually be Phase 2 to a large extent and some
25 things we've already put in place like signage, but

1 we still intend to direct visitors to the visitor
2 center which would get them off 230 as was mentioned
3 earlier which I think was one of the objectives
4 also. So I say, yes, we're still in tune with the
5 letter of agreement.

6 MR. FISHER: Thank you. Your name?

7 SUSAN STARR: And I would just like to see if
8 there's a comment from MDOT on what the options
9 might be for relocating those electrical poles?

10 JULIA SPINNEY: I'm the utility coordinator for
11 the project and it was news to me that there was any
12 scenic byway, designated highway, view shed,
13 whatever it is. It was news to me. And the reason
14 that the department has the poles on the opposite
15 side was there was a -- we looked at that entire
16 corridor a long time ago and it was determined that
17 for the least amount of impact to the property
18 owners and everyone else concerned the poles were
19 requested to be moved on that side. We can
20 certainly take another look at that. The utilities
21 haven't done any final designs on their poles so we
22 can definitely take another look at it.

23 MS. DUVAL: I just want to clear up -- it's not
24 currently designated as a scenic byway; is that
25 correct, Jim? Route 3 in that section is not a

1 current designation, just in case.

2 MR. FISHER: Right. It isn't, but the town has
3 adopted a view shed protection in the ordinance. So
4 that's -- whether there's a byway there or not, I
5 think it's been adopted. I'm correct in that?
6 Okay. Are there other comments or questions?
7 Please.

8 DICK SALISBURY: I'm a resident of Trenton on
9 Route 230. I, like many people here tonight, have
10 attended all of these meetings since the whole
11 subject came up and I'd like to go back a little bit
12 and ask a question relative to a report which came
13 out in 2006, specifically September 1st; the report
14 generated by the Maine Department of Transportation
15 and in cooperation with the National Park Service.
16 In that executive summary it outlined the four
17 phases that -- well, the first two phases and then
18 the lip service phases are Phase 3 and Phase 4.
19 Those are my words, not the summary's word, but it
20 said in that report on Page ES 3 on the subject of
21 Phase 3, which there are a few people in the Town of
22 Trenton that I believe are interested in Phase 3 and
23 Phase 4. It doesn't seem that the people that are
24 here every time that we have a meeting are
25 interested in only discussing Phase 1 and now a

1 little bit of Phase 2, but the report said as to
2 Phase 3 it would be subject to funding. It may not
3 be built. Direct quote. And then on Phase 4 it
4 said the same thing: Subject to funding. May not
5 be built. That was 23 months ago and I would like
6 to know if anyone from the Department of
7 Transportation would like to take a shot at has that
8 situation changed any? That's my first question.

9 MR. FISHER: Do you want to give us your second
10 question and then --

11 DICK SALISBURY: I'm afraid I'll only get one
12 answer if I give them to you both.

13 MR. FISHER: Okay. Peggy will answer your
14 first question.

15 MS. DUVAL: At this time you're hearing a lot
16 about Phase 1 because that's what we have the
17 funding for and that's what we developed this report
18 for. We are permitting -- or environmental
19 permitting is for the full build out, so we are
20 doing some work for the full build out. We have
21 designed -- all of the utilities will be all stubbed
22 in to accommodate future build out. The septic
23 system -- even though we're only going to be
24 building the septic system for the maintenance
25 facility right now, the design is being done for the

1 full build out septic system.

2 Like I said, all the environmental permits are
3 looking at the whole full build out. We're not
4 piecing it out, so we are committed to those future
5 phases. We are -- I'm sure Ron's group -- they're
6 constantly looking for funding. They're in
7 communications with Federal Transit. They're in
8 communications with Federal Highway. We want to see
9 this project to its full build out.

10 Ron, I don't know if you can add in on
11 additional funding.

12 MR. ROY: Phases 1 and 2 are a little bit
13 simpler for us because we have -- the funding comes
14 through our typical funding agencies. Phase 1 the
15 money is there. Four hundred thousand dollar
16 shortfall. We'll figure that out. You never know
17 anything until everything comes in. Phase 2 we will
18 build in. We have reauthorizations of our programs
19 beginning next year we'll build back into Phase 2.
20 Phase 3 was predominately National Park Service and
21 you see that congress now has approved their ability
22 to extend the park out to this location. That was
23 always a question with Phase 3, and in Phase 4 we're
24 very dependent on private funding because that was
25 going to be, as I recall the development, kind of a

1 -- for lack of a better word -- a large hall. A
2 commercial building -- there was a lot of discussion
3 between us and the Chamber of Commerce as to what
4 would be in there and that would take place. That
5 would be the last phase and it would be more
6 dependent on our ability to get some private funding
7 to help carry those projects out. So Phase 3,
8 National Park Service predominately, because that
9 was going to bring more park service folks to this
10 location and then this location would become more of
11 a visitor center for the entire park, and Phase 1
12 and 2 are kind of on us, Federal Transit, Federal
13 Highway.

14 MR. FISHER: Do you have a second question?

15 DICK SALISBURY: Well, I'll comment on the
16 first answer. I think that's positive. I think
17 that's an improvement. I think that's a step in the
18 right direction because two or three years ago many
19 of the citizens did not believe that there was any
20 desire to do anything other than Phase 1 and 2. So
21 if some of these are being programmed in I think
22 that that's -- the second question, Peggy, is
23 directed to you. Could you expand -- you just kind
24 of threw that thing on the tail end of your report
25 about, well, we're looking to find a person to take

1 care of the differences between the DOT and the
2 town. Can you just expand on that a little bit?

3 MS. DUVAL: Yes. We're going to -- we've had a
4 lot of discussions in the department. We're still
5 looking at the town's ordinances. We want to
6 communicate with the town and we want to provide
7 information to the town relevant to the ordinances
8 that are in place. We think that that can better
9 happen with having an independent party working with
10 us do that. And like I said, it would be a mutually
11 agreed upon party to do that. The department would
12 pay for that. Understandably the town -- the
13 planning board has been leery about getting involved
14 because they need to be unbiased in their decision.
15 We're hoping that this person can open up the lines
16 of communication and guide us into the information
17 that we need to provide relevant to the ordinances.

18 MR. FISHER: Are there any other questions of
19 comments? Pete?

20 PETE: My name is still Pete. In your
21 preliminary design report you mentioned that there
22 will be money available for an endowment fund to
23 offset -- if the plan goes forward to offset taxes
24 that are loss. And I wondered what the --

25 MS. DUVAL: That's not in our preliminary

1 design report. There's been discussions I've
2 heard -- I haven't seen that.

3 PETE: In this book here it says that.

4 MS. DUVAL: In the preliminary design report?
5 Not to my knowledge. If you can point it out. Is
6 that from the EA maybe. Is it from the EA? The
7 original piece from the EA?

8 MR. COFFIN: It's part of the Impact Matrix
9 Summary. I believe that was probably pulled in from
10 the environmental assessment, a whole table of
11 impacts and preferred alternatives.

12 MS. DUVAL: The beginning piece of the
13 preliminary design report does have a summary from
14 the EA. I don't know whether that says that in
15 there or not. Jay, do you recall?

16 JAY DUNCAN: I was responsible for helping
17 produce the document; the environmental assessment.
18 What is in the beginning of that is a summary of the
19 EA process and the findings that are included in
20 that. So that's just a summary. I think that
21 situation is not necessarily the same now in this
22 phase, and Peggy you can expand more on that.

23 MS. DUVAL: The department can't provide an
24 endowment for the town. One thing we are looking
25 at, though, is we are looking to look at some items

1 that the town had been interested in doing relative
2 to the project for connectivity and such earlier.
3 Those things -- those items were looked at to be in
4 later phases. We are discussing that internally
5 about maybe pushing some of those things up like the
6 trails, some of the items that the town folks would
7 probably want to use. We're going to be having more
8 discussions about that, but we can't apply the money
9 towards the endowment.

10 JAY DUNCAN: I think the other situation that
11 changed from the original intent was that that piece
12 of land that the whole facility is on now and was
13 going to be on initially and the Friends of Acadia
14 would still own it and that there will be lease
15 payments by the entities, that occupy the facility
16 that would go back to Friends of Acadia and it's
17 possible that some of that money would be used to
18 offset the taxes. The situation is different now in
19 that the DOT has purchased that whole front parcel
20 so there wouldn't be any lease payments to Friends
21 of Acadia anymore. So as Peggy said, that's not
22 possible in this scenario.

23 MR. FISHER: Pete, one last follow up?

24 PETE: If I understood right from the beginning
25 the Friends of Acadia sold the front portion to the

1 DOT, but they still owned the whole back portion.

2 MS. DUVAL: That's correct.

3 PETE: So maybe -- and the way you made it
4 sound like it's a total done deal, but maybe Friends
5 of Acadia should say something.

6 MS. DUVAL: They're welcome to.

7 MR. FISHER: Marlow? Stephanie? We have two
8 representatives of Friends of Acadia and you're on
9 the spot.

10 MARLOW BRENNAN: I'm the president of Friends
11 of Acadia. We do still own 250 some acres in the
12 back. We're holding onto it while MDOT was going
13 through its permitting process in case they needed
14 any of that land for wetland mitigation purposes.
15 It sounds as if they won't. Now that we have a
16 clearer sense of the future of that property as far
17 as this project, our intent is to try to find
18 long-term conservation for it through a donation
19 perhaps to another conservation organization or
20 perhaps the town, but we haven't entered into any of
21 those discussions yet at this time.

22 MR. FISHER: Okay. Are there any other
23 questions or comments? Any back benchers? I think
24 we've exhausted the conversation tonight. I think
25 some of the questions of the abutting land owners

1 are probably easier to answer now on a one-on-one
2 basis. So if you'd like to speak with the engineers
3 who designed this Route 3 improvement, this would be
4 a great time to talk to them, specifically about
5 your driveways or entrances, figure out if you're
6 impacted, and let them know if there are things you
7 think could be done to reduce any negative
8 consequences. With that, Peggy Duval's name and
9 e-mail and phone number are all still on the display
10 and they're also in the newsletter, so if you take a
11 copy you'll have an easy way to get in touch with
12 her, and you can always reach me at the Hancock
13 County Planning Commission if you have comments or
14 questions.

15 We're planning to have a Trenton Scenic Byway
16 Extension meeting. There have been a fighting few
17 working on that, but I think we're hoping now to
18 have a meeting a week from Thursday, but you can
19 check the HCPC website and I'll have an announcement
20 up about that or you can check with Pete for any
21 changes in that. We had planned a meeting for
22 tomorrow, but we're postponing that until next
23 Thursday, I think, at 9 a.m. at the Trenton Town
24 Office.

1 And with that, I'll thank you all for coming
2 and invite you to come forward if you have specific
3 questions.

4 (This public hearing concluded at 9:05 p.m. this date.)
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CERTIFICATE

I, Karen A. Dube, a Notary Public in and for the State of Maine, hereby certify that on August 5, 2008, personally appeared before me, the members of the DOT Team and members of the public, in the aforementioned cause of action: PHASE 1 OF THE ACADIA GATEWAY CENTER, and the foregoing, as reduced to computer type, is a true and accurate record of the evidence as taken by me by means of stenography.

I further certify that I am a disinterested person in the event or outcome of the aforementioned cause.

IN WITNESS WHEREOF, I subscribe my hand and seal, at Readfield, Maine, this 19th day of August, 2008.

Karen A. Dube

Karen A. Dube, Notary Public

My Commission Expires, May 19, 2011

**ATTENDANCE SHEET
IA GATEWAY CENTER PHASE I
AUGUST 2, 2008 @ 7P.M.
Public Hearing**

Please Print Clearly !!!!!!!

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ATTENDANCE SHEET
ACADIA GATEWAY CENTER PHASE I
AUGUST 2, 2008 @ 7P.M.
Public Hearing

Please Print Clearly !!!!!!!!!

Attendees Name	Representing	e-mail Address	Mailing Address	Telephone Number	Fax Number
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Shandra Saunders	Self	SandraSaunders@verizon.net	1017 Bar Harbor Rd	667-5208	
Lydia Farley	Resident		42 Deasy Rd Trenton	667-8565	
Reginald Taylor			"	"	
Erin Noyes			688 Bar Harbor Rd, Trenton	667-2292	
Darker Vanderhorst	Residents	DRARKER@earthlink.net	57 Guest Ave 392 Oak Pt. Trenton 1200 Mount Vernon Rd, NY 12054		
Michael Richards	Self			667-9287	
Maes + Her Dot	Resident	aadher@earthlink.net			
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Long Cameron	Bar Harbor Chamber of Commerce	teacama@barharbortown.com	PO Box 156, 30. Harbor, ME 04809	288-5103	
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David ESTERDAHL	Trenton Young Board		44 Buuff Point, Trenton	667-8804	
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Christa Kanneu Kocit	Trenton Resident	chaskocn@bellsouth.net	676 BAE HARBOR RD	386-793-3008	
Chuck & Sue Starr	Trenton Residents / Business	openheart@madrunner.com	1147 Boutharbor Rd	207-667-2930	
Brunner & Mammun Brothers	Trenton Resident	meurenbr@madrunner.com	20 Western Bay Ln	667-9604	
Karen & Lawrence Konec	Resident		593 Bar Harbor Rd	667-5713	
James Fitzgerald	Elsworth	fitzgerald@cityofellsworth.me.gov	1 City Hall Plaza	667-6615	
Shirley Stephens	TRENTON		295 Oak Point Rd	667-9386	
Dennis Damon	Trenton	sdaman@panox.com	256 Oak Point Rd	667-8629	

ATTENDANCE SHEET
PIA GATEWAY CENTER PHASE I
AUGUST 2, 2008 @ 7P.M.
Public Hearing

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